February 23, 2007

Question 1:

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How can these four <u>regional</u> agencies specifically help your city or business or community group to move forward with climate protection? What do you need to guest a large
to move forward with climate protection? What do you need to succeed? What can't you do on GONCA What partnerships can we form to combine forces and work together?
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we would like incentives diveloped for countries to develop
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"Regional leadership" can mean many things. Tuhlic Edizentian in all large
What is the most important kind of recionally and while and water of the last the
"Regional leadership" can mean many things. What is the most important kind of regional leadership that we need from the four regional to the leading agencies? What is the most important kind of regional leadership that we need from the four regional to the leading agencies?
• Strategy implementation? (e.g. major multi-
 Provider of resources? (e.g., provide funding for local climate protection efforts) Convener? (e.g., facilitate partnerships)
• Other?
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Association of Bay Area Governments TRANSPOR" COMMISSIO,

Question 3: Land use is one of the keys to reducing emissions from transportation. There are a number of agencies that make transportation decisions (e.g., MTC, county congestion management agencies, transit agencies). At the same time, local governments (101 cities and 9 counties) generally control land use in the region.
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Ω	estion	5.
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Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

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	Montinis in VIVIS + emssino Feducking. (should reflect how much they
O	Prist; til more of agrand funding of projects to Viductions in VIVI'S + limssino Feductions. (should reflect how much though Second, support alternative fulling infrastructure along the + church botellime of historian to everynge charge in Viduali
	brothme of bighnays to everynge charge in Valueli
	Technology intered (egs his deset fleiting plug in complifies)
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/	Technology ithered leas his here finding start alugar complished Third support underentation of Frust Fax for avery resident to the definy operational cost for deciding to South water taly Other Comments:
	Other Comments:
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	Transling = more morned inter-country from t lutes of the to center of work of play (g. afternotions, parks, oter) Semilen
_	Touth increas public Gleetten How isinung wollship
	around region with Extensive wedige who herrens
	Fifth, provide common public educe instanide to cuty + organistas
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February 23, 2007

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courties slocal governments
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A Convener has no percened aumouty-not very effective as a leader.
very effectie as a leader.









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within a between communities
1) Both man transpublish infrastriche within & between communities (2) Limit urban sprawl
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Longram planning for adept he is impt but put man, while to aus a reducing gree have
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Other C	comments:						
							
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February 23, 2007

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Landuse & Misuse /T.P	
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	from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.
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	Why are we appraising the expansions
	of the Post of Oakland Jurisdiction

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DDD-Paying Warn health, Pacific Inst
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infrustructure Bond Planning alternative Suels
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Other Comments:

February 23, 2007

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How can these four regional agencies specifically help your city or business or community group

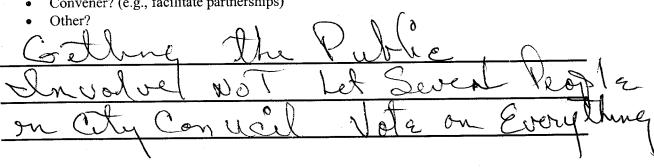
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emissions and (b) adaptation strategies? What role should the regional agencies play in
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Other Comments:				
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Joint Policy Committee Workshop Questions. Question 1:

Many of you are already taking action on climate protection. There are some excellent projects and programs being implemented by government agencies, businesses, schools, community groups etc.

How can these four <u>regional</u> agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What <u>partnerships</u> can we form to combine forces and work together?

EPA: "From 2000 to 2020, energy-related CO2 emissions are projected to increase by 33.6 %"

The U.S. is the largest source (1/4th) of Global CO2 Emissions. The alternative is to END CO2 Emissions. The quick, simple way is to use EVER INCREASING gasoline taxes to subsidize (1) home-solar-cells for home electricity and charge car batteries or power electrolysis cells to make hydrogen for car and, (2) Subsidize gasoline stations to produce and sell hydrogen. Efforts to mandate higher car efficiency are much too slow. Obviously, this will require the full support of all regional agencies, State Legislature and the Governor.

Question 2: "Regional leadership" can mean many things.

What is the most important kind of regional leadership that we need from the four regional agencies?

- Visionary leadership? (e.g., create a long-term vision for where we are going: Hydrogen Economy)
- Strategy implementation? (e.g., major public involvement/education campaign)
- Provider of resources? (e.g., provide funding for local climate protection efforts)
- Convener? (e.g., facilitate partnerships)

A Visionary Leadership can describe and convince us to accept all changes to slow Global Warming rates. After the floods, everyone will believe but the cost will be incredibly higher. We must be aware of the time <u>LAG</u> from CO₂ Emission Reduction and GW effects by a constant rise in gas prices from taxes or oil reserves end, (peak oil production rate (**popr**) c. 2010; per capita **popr** 1979). http://en.wikipedia.org/wiki/Peak_oil

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Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?

You state "99 percent of the homes are build" there is no hope of making major emission reductions in commuting. For example, CalTrain is electrifying the Peninsula Commuter Train between Gilroy and San Francisco. Travel times are expected to be cut by 50%. The car congestion in H-101 will promote the use of the train for commuting. But, the planned eBART train will be diesel powered; at least, it ought to be redesigned to use electricity or Hydrogen or, better yet: Use the \$1.3 Billion to provide HOT/HOV lanes in STR-4, I-80 and I-580, the lanes will allow commuters to use them for a fee and we will have clean air.

Question 4: There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

What is the proper balance of <u>regional</u> resources devoted to (a) reducing GHG emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work? **Priorities:**

Top: Plan on cutting ALL CO2 Emissions. Next: Expand/build more <u>new dams</u> and protect from rising water levels. The schedule cost/benefits and effects to dictate urgency and priority. Review Nuclear Power safety.

Question 5: Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

- 1. Offer prize to Lowest Cost Energy Cell System to power home and charge an electric/hydrogen car.
- 2. Promote free, limited-time, battery re-charging in public, currently supervised, parking lots.

Michael F. Sarabia, P.O. Box 5156, Bay Point, CA 94565 email: mchlsrrb@aol.com

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February 23, 2007

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- Other?

Educate local decision-makers and general public.
Research new efficient transportation alternatives.

Provide funding to local gov'ts to assist w/efforts.

Lobby the State to tax use of vehicles—use the funds for efficient, inexpensive transit.









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See #1+#2
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What is the proper balance of <u>regional</u> resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?
Educate decision-makers about predicted impacts
so they can make appropriate land use +
transportation decisions now

Question 5:
Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.
What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?
Educate local decision-makers about 1) the problem,
and 2) specific policies, ordinances, actions
they can implement soon. Give them model policies.
Reduce dransit fares, increase frequency + convenience
Reduce transit fares, increase frequency + convenience of transit options at commute times.
Other Comments:
First, need to educate public - this will be
ongoing, It will take time to get buy-in.
ongoing, It will take time to get buy-in. Elected officials + local governments will make
necessary changes in policies + laws when
they feel they have support.
State legislation is necessary - JPC
State legislation is necessary - JPC Should lobby for it!

February 23, 2007

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-	idership" can mean many things.
	nost important kind of regional leadership that we need from the four regional
VisioStratProv	onary leadership? (e.g., create a long-term vision for where we are going) egy implementation? (e.g., major public involvement/education campaign) ider of resources? (e.g., provide funding for local climate protection efforts) wener? (e.g., facilitate partnerships)

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Ji	riven this dynamic, what role should the four regional agencies play to develop more climateriendly communities? How can these agencies best work with local governments to advance these issues?
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И	there are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc. That is the proper balance of <u>regional</u> resources devoted to (a) reducing greenhouse gas
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your own? What <u>partnerships</u> can we form to combine forces and work together?	
City - green building, bicycle friendly, sofe voules (walle, like),	
precise plans, transit performance, beducation No	MB
Other pitts um sen fort, Evans Blue conjection pricing, (London) (ACT) mass gransit, (modeling) show by example pilot, last mile	ا کی
(ACT) mass gransit, (modeling) show by example-pilot, last mile	
resdutions.	
Cast Tax 40% to bring, non-automotive transportation (buser, BART, ragion (vail, high spend vail) to 1st world star	
(buser, BART, ragion (voil, high spood vail) to 1st world stan	edaidf
Owestian 2	
Question 2: "Decimal leadership" can mean many things	_
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National Emergency - the new physics is "Climate Crisis"

- National Example to drive national emergency

Percentage first tax-join the vest of the let world

- wational example for forthe percentage fuel tax

Education (make awar flut things have to be

lone anichty to mitigate long term climate drange









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Integrate various levels of trunsportations for
smooth interconnectivity, Encourage growth
and concentration of activity to be nearest to major
transit corvidors.
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What is the proper balance of <u>regional</u> resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?
Close out road projects that one to support only
commuting for distances greaten than 7 miles
Stop grantin intra state air trevel
- increase reil schoolules & neutormance

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4

	However, scientists tell us that we need to start making progress in the near-term.
	What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?
	Bus sorvices: local, expners, BRT
	replace automotive > 7 mile communes
مغد	Bicy ding for = 7 miles
	40% full tox to suppose tonger term transit, vai)
•	projects and operations, and maintenance
	Other Comments:

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February 23, 2007

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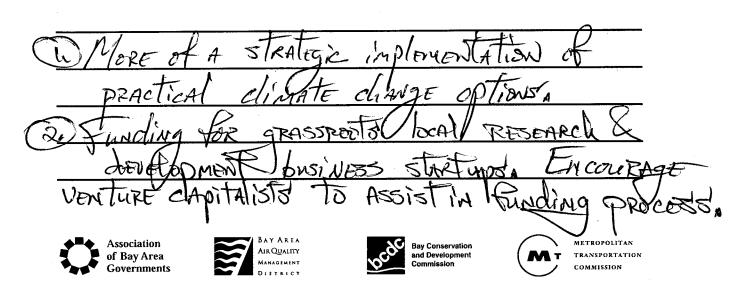
Advisory committees to promote initiatives relating to current and future transportation options friendly to the environment.

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these issues?
Point out "best practices" of proper
land use that balances commercial and
RESIDENTIAL development with PRACTICAL
environmental applications,
1/

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protection	Along their	I WATER FRE	onts, where
most down	Town business	district:	S ARE
located,			

Question 5	5	:
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(I) Providing	financing to last communities
That have	detailled plans in place for
Combating	climate chlangen
(2.) MATCHING	Funds for Mocal transit Agencies
that plan Ho	convert buses to hybridal
Other Comments:	·

Australia recently called for their national
citizENS to tRANSITION from iNCANDESCENT
bulbs to florescent bulbs - residential
and commercial involvement that can be duplicated in the Bay Area and
be ducticated in the BAY AREA And
CAlifornia

February 23, 2007

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	available			

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- Other?

Need to adopt vigorous evaluation

standards for investments and policy

decisions. These must include full

environmental costs of investment &

policy alternatives









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Local government zoning and finance are critical. Impossible to adopt a regional land use policy unless locals cede some foring authority to the region. But the region needs to guarantee equitable distribution of fax revenues.

Question 4:

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encourage	densev	development	
-promote	commute	alternatives	(telecommuniti
		energy us t	

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Other Comments:

Public agencies do not do any type
of benefit - cost evaluation of investment
alternatives. Environmental effects are
quantifiable and can be assigned a
dollar value. This should be included
in policy evaluation. If public agencies
persist in correct practice of "qualitative"
evaluation of environmental effects,
the environment will drop out
of consideration when policy and
investment decisions are made

February 23, 2007

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If the cost of public transportation exceld be	
Reduced, this would be an incentive for people to	
Use public transportation. This would require subside	ez
for public transportation.	

Question 2:

"Regional leadership" can mean many things.

What is the most important kind of regional leadership that we need from the four regional agencies?

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What is the proper balance of <u>regional</u> resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?
Make public transportation more accessible
Make public transportation more accessible and cheaper. Develop high speed rail.

Question 3: Land use is one of the keys to reducing emissions from transportation. There are a number of

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.
What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?
#1- Public transportation services have been reduced
in recent years. Find a way to increase funding
Sor public transportation, add routes, use everent
telinology to provide information about services. And-
Make riding changer - less expensive.
£2 - Educate Public,
Other Comments:

Question 5:



February 23, 2007

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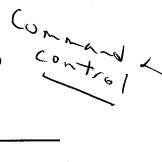
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adaptation work?	
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Other Comments:					



February 23, 2007

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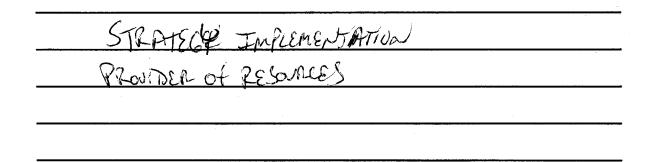
WATER CONSERVATION	
EDUCATION AIMED AT WATER CONSERVATION	•
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SOLAR & WIND POWER	
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ARPOOLERS	

Other Comments:

KEEPING IN MIND NOT ONLY LOWERING,
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PLAN FOR WATER SOURCES BY MORE
RESEVOIRS OR UNDERGROUND STORAGE OF
RAIN/SNOW FALL AS OUR DELTA WATERS
WILL BE UNRELIABLE IN THE FUTURE.
,
WILL BE UNRELIABLE IN THE FUTURE. NOT ONLY BECAUSE THE SAUNITY LEVELS WILL BE MUCH HIGHER, BUT ALSO THE LEVEES WILL POSSIBLY BE FAILING.

Joint Policy Committee Regional Climate Action Workshop <u>Comment Sheet</u>

Assk Kunay

February 23, 2007

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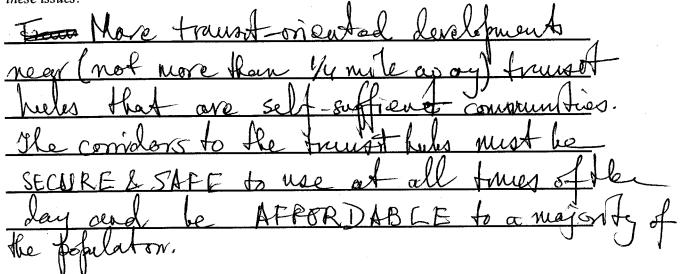




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Suree the courses are the results of global nursuanagement of resources, I am not sure has ABAR being rostricted to SF Baey Area can ex make a deut in the overall problem of sea level rise mereasing fearpevature, decreeny snowback atc. It At the very least it should brushe trous of all all all and outloo old free places etc.

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What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?
1. HOV laves for all Bay Area Freeways
Zo HOT laves for composer cars only
3. Plugup all old woodburning Are places
4. No tree felling by home owners.
5. Punitive fees for Neurland SUVs.
6. Stratogies for facilitation of Transituse
- Too Many to elucidate.
Other Comments:

Question 5:

Joint Policy Committee Regional Climate Action Workshop <u>Comment Sheet</u>

February 23, 2007

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l liz	action	٠.
Vu	estion	1.

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	HELP ADDRESSING NEW CHALLENGES OF THE COOK PROCESS
	IN DEVELOPING TOD & SMART GROWTH WE ARE
	Being Grymied By Now CERA challenges comin
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	Question 2: "Regional leadership" can mean many things.
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M: SJA	 Values Visionary leadership? (e.g., create a long-term vision for where we are going) Strategy implementation? (e.g., major public involvement/education campaign)
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Force decrease in auto LOS to incentivize
transit. Removing LANGS, PARKING & auto level
of service is politically untenable, so it must
come from above, because this will make
traisit more viable.
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Other Comments:
Congestion management pricing in
Congestion management pricing in downtowns i on freeways to subsidize transit will help in a big way and it will have a transformative
transit will help in a big way and
it will have a transformative
effect soon.
•

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February 23, 2007

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ADS SHOWNO THE DOWNSIDE OF SINGLE OCCUPANT O
MONOPALLS
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BOMBADIER . COM KNOWS TRAWS SUCHAS S.
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FORCE NOIMAS (NOT OUT OF MY AUGO) TO
USE MASS TRANSIT BY CHARGEN #3-#4/941 FEE
ON FUEL THAT CONTINBUTES TO GREENHOUSE GAKSES
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STRIVE TO MAKE MASS TRANSOT PASTER AND/OR
LONVENIENT FOR PEOPLE (TOUGH JOBO)
CLOSING LANES OF HIGHWAYS AND PINCHING
NEHICLES THAT USE NON-GREENHOUSE FREINDLY FUELS
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EHILLS INSTEAD OF USING FOSSIL FUEL BURNING PLANTS
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IMPLEMENTAVE HYDRO-POWER
EDUCATE AND EMPHASIBE USE OF ENERGY EFFICIENT
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Joint Policy Committee Regional Climate Action Workshop Comment Sheet

February 23, 2007

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your own? What partnerships can we form to combine forces and work together?

ALL RUR AGENCIES PERTAPS 3COC

MOGTLY NEW TO RETHINK PORT LAND USE

155VES: NEW INFORMATION FROM THE

STORY MANUAL THE CONFIRMS THAT

THE SUPPORT AREAS NEEDS, ESPECIALLY OR

WARRIANE ACTIVITY, ARE WADE QUATE AND NEED

TO BE EXPANSED.

Question 2:

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AS DAKLAND IS THE DONIOUS CRUX A THE
BAY AREA'S POLLUTION PROBLEMS, WORKING
WITH THE NEW MAYOR WILL 35 OF PARAMONNY
IMPORTANCES, PARTICULARLY AS THE UNDERFUNED
CHY of DAKLAND HASN'T THE RESOURCES TO PARAMONNY
ALL ON MYS OWN.









Question 3:

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ABOVED TO FUND HOLF POSITIONS WIRDAUM; SICH GOLSTER WE MAN REQUIRE DROWN -

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AND INTROLLING FROM EARTH AS TO HOW

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FORM OF RESIDUAL PORT ANATORITY TO ENSURE

PARITY FOR THOSE FENCIELINE COMMUNITIES

SLOWERS TO PORT AREAS & THAT FUNDING

FOR MINICATIONS WILL SE ADEQUATE AND PROMPT.

(2) FUND A DEMAND SHUTTE SHISTEM FOR

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OF THE TRANSPORTATION KNOT

Other Comments:

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** DO'S TO BALLUP OF BART AT THE WYE!

WITH EXENSIONS TO MOSIMOLY LITERATURE & SON JOSE

** SUBSEQUENT INCREASED RICHESTIP IT MIKES NO SENSE

TO ALLOW THE VERY INC. OF THE SUSTEM TO

PEMALN UNATTENDED ITS, PER 175 1960'S DESIGN.

Joint Policy Committee Regional Climate Action Workshop Comment Sheet

February 23, 2007

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FOR PRANSIT TO SUCCEED IN CONTRIBUTING TO A SOLUTION,

17 MUST OFFER TRAVEL TIME HOVANTAGES OVER

PRIVATE AUTO. INFRASTRUCTURE INVESTMENT (DEDICATED

TRAVEL LANG, SIGNAL PRIORITICS, QUEUE-Jump LANGS

ARG NECESSARY TO ACCOMPLISH THIS, AND 4 AGENCIES CAN

PLAN & FACILITATE & FUND THESE IMPROVEMENTS.

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OCLEAR, FORCEFUL & REALISTIC COMMUNICATION WITH THE
PUBLIC (TO ENCOURAGE INDIVIDUALS TO CHANGE BEHAVIOR; AND TO
MINIMIZE RESISTANCE TO NECESSARY BUT UNPLEASANT GOVERNMENT
ACTIONS).

- 2 STRATEGIC INVESTMENT IN BEST SOLUTIONS
- 3 POLITAL COURAGE TO IMPLEMENT UNPOPULAR SOLUTIONS, ARTICULATE PHE REASONS, AND STICK TO THE HARD DECISION.









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INVEST IN PROTOTYPES THAT DEMONSTRATE THAT SMART	GROWTH
CAN WORK AND CAN BE ATTRACTIVE.	
MAKE SURE NEW DEVELOPMENTS HAVE THE TRANSIT S	SERVICE
TO ENSURE THEIR SUCCESS,	
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emissions and (b) adaptation strategies? What role should the regional agencies play adaptation work?	in
(1) GET MESSAGE OUT TO GENERAL PUBLIC FIRST TO	<i></i>
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TRY TO MINIMIZE (TO EXTENT POSSIBLE) THE MI	

What are your top two near-term actione to three years? What are some of	ions that the regional a f the first things we can	gencies could im do to implement	plement in the next these actions?
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CONGESTION PRICING	- ANALYSIS	impleme	NTATION PLAN
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Other Comments:			
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Question 5:

Joint Policy Committee Workshop Questions

Aleida Andrius-Chang

Ouestion 1:

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How can these four <u>regional</u> agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What <u>partnerships</u> can we form to combine forces and work together?

A regional clearinghouse would be beneficial for agencies wanting to implement climate protection programs. By having a centralize resource that we all can go to when help is needed, more agencies would be able to implement climate protection programs quicker.

Question 2:

"Regional leadership" can mean many things.

What is the most important kind of regional leadership that we need from the four regional agencies?

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- Other?

I think the first three bullet points are crucial. At this point, there must be a regional goal to achieve regarding climate protection. Perhaps, refining the goal is a priority. But helping with regional strategy implementation is something needed in the region, as well as facilitating funding to support these programs.

Question 3:

Land use is one of the keys to reducing emissions from transportation. There are a number of agencies that make transportation decisions (MTC, county congestion management agencies, transit agencies). At the same time, local governments (101 cities and 9 counties) generally control land use in the region.

Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?

One of the main goals of the regional agencies is to develop a regional program that satisfies a variety of regional needs. By developing regional plans and attach funding to the implementation of the plans, local jurisdictions might be more likely to comply with regional plans. For example, there should be a master plan for I-80 and one of its main

goals should be to reduce emissions by XXXX year by YY percent. There should be clear objectives and actions to take to reach those objectives. These must involve the local jurisdictions along the corridor and the transit agencies serving the corridor. Funding must be available to implement the projects and programs that lead to the main goal. These programs and projects should be developed through an inclusive democratic process, not in a vacuum. It is time to put the Local Master Plans and Short Range Transit Plans on the table and examine if the proposed projects brings us closer to the goal for a particular corridor or area.

Ouestion 4:

There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

What is the proper balance of <u>regional</u> resources devoted to (a) reducing GHG emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

I think that regional agencies should devote resources to implement adaptation strategies, but they should be very aggressive when dealing with reduction of GHG emissions. While we work on adapting to the new climate conditions, we should be more committed to reducing the problem for future generations.

Ouestion 5:

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

- Implement Transportation Pricing as soon as possible—these include a combination of emission fees, variable parking fees, toll roads, Vehicle Miles Traveled Fees.
- Make Mass Transit Free—After all, approximately 20 percent of the operating
 cost is recovered through fares. Why not making it all free—Regional agencies
 should start working on this soon, and if implemented at the same time with a
 congestion pricing program, the general public would better accept the pricing
 system. They get the free mass transit option in exchange of driving under real
 market conditions.
- Encourage manufacturers to develop cleaner vehicles, impose high taxes on gas fueled vehicles and give a tax credit to manufacturers for every clean vehicle they manufacture. Reward consumers too.
- Conduct extensive outreach to make the public aware of the imminent future we all face if we do not change our behavior.
- Encourage programs/projects that reduce driving and increase walking and bicycling. Work with local jurisdictions to develop efficient land use patterns that support these efforts.

Joint Policy Committee Regional Climate Action Workshop Comment Sheet

February 23, 2007

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Regional leadership" can mean many things. **What is the most important kind of regional leadership that we need from the four regional agencies? **Visionary leadership? (e.g., create a long-term vision for where we are going) **Strategy implementation? (e.g., major public involvement/education campaign) **Provider of resources? (e.g., provide funding for local climate protection efforts) **Convener? (e.g., facilitate partnerships) **Other? **Other?** **Other?** **Power of the factors to provide the four the four regional agencies? **Other?** **Power of the factors to provide the four the four regional agencies? **Other of the factors to provide the four the four regional agencies? **Other of the factors to provide the four the four regional agencies? **Other of the factors to provide the four the four regional agencies? **Other of the factors to provide the four the four regional agencies? **Other of the factors to provide the four the factors to provide the	How can these four <u>regional</u> agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What <u>partnerships</u> can we form to combine forces and work together?
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pur in. The resources to implement -	vetted into to share w/ the CCAG5+ Cogs
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at 21 of a state	ied PCLET partnership to kelp
model for residents pels ordinances	model for smarl showther
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Question 3:

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Have fagencies proude info to Congestion
Oroups, get coursels educated to change
our seergy + water use, modify building
codes g Coordinate & prioritze the transporta-
tion spine spending & creation of transpor-
tation that really works for people.
Look at Curchired Blasil Bogota Columbia, Sudden australia for transit that works Question 4:) as a love term goal
Sudden australia for transit that works
There are going to be significant and unavoidable impacts on the Bay Area in the coming decades
from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

What is the proper balance of <u>regional</u> resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

While I hate to see sticks before

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Open term - get + set grown house can
emission levels at at Co. level.
2 help cities cut them (646) with info+
loan funding
Other Comments:
If reducing speed limit to 55 would
decrease OHG musseon - then have Goo.
Cower It for & years as an omergency
nousure Prioritine transit improvements
(not station) to wall, more sease.
Look at every Stategies for Counties?
Look at every Strategies for Counties? Regions - afternature sources of

Joint Policy Committee Regional Climate Action Workshop <u>Comment Sheet</u>

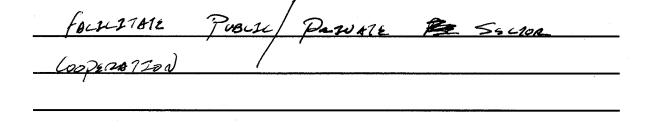
February 23, 2007

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your own? What p	<u>partnerships</u> can v	ction? What do you ve form to combine 1 Uz 64	forces and wor	rk together?	-	_
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Question 2.			645W	TH E	CONONIZA	my feasible
"Regional leaders What is the most is agencies?	•	ny tnings. regional leadership	that we need j	from the four	regional	·
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Strategy implementation? (e.g., major public involvement/education campaign) Provider of resources? (e.g., provide funding for local climate protection efforts)



Other?



Convener? (e.g., facilitate partnerships)





gencies that mak ansit agencies). A control land use in	e transportati At the same t	ion decision	s (e.g., MTC,	county con	on. There angestion man	nagement age	encies,
iven this dynamic iendly communitiese issues?	ties? How co	an these age ひる	ncies best wo	ork with loca	al governme	ents to advan	ce
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Question 4: There are going to rom sea level rise What is the proper missions and (b) adaptation work?	e, increasing er balance of adaptation	temperature	es, decreasing sources devo	g Sierra sno ted to (a) re	wpack, etc. educing gre	enhouse gas	****
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Question 3:

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Other Comments:	/	_		
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Joint Policy Committee Regional Climate Action Workshop Comment Sheet

February 23, 2007

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AND WITHOUT A CEROCOCON THERE, YOU LOSE, DIS INCENTUOS ARE

PERSONA, LONDON STYLE PRICIOS OF MORT TRIP. INTO THE CITY.

SECOND, PERHAPS FUND TRANSIT FROM GHE TAXET (SEEMS POLITICES WON'T TOOCH THAT?), WOULD BE INCENTIVE TO USE TRANSIT, IF EAREN ARE

LOW ENUF AND GAS PRICES HE HIGH (DUD TRAY WILL BU).

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- Other?

DEST JOINT POLICY COMMITTEE THAT ENLY WOEKS AND COMING
OF WAR IDEN THAT AZZ POUR AGENCIES COM SUSPORT MORE
PUBLIC, MORE RESULT









Question 3:

Land use is one of the keys to reducing emissions from transportation. There are a number of agencies that make transportation decisions (e.g., MTC, county congestion management agencies, transit agencies). At the same time, local governments (101 cities and 9 counties) generally control land use in the region.

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Question 4:

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What is the proper balance of <u>regional</u> resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

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COWER FARTS, NEED A GORE TO REDUCIOS GREENHOUSE GA	BE
DISCO DECIDED, STICK WITH IT	

Question 5: Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.
What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?
ASAN 8570 0 - THE BAY AREA COLGHET AKE FROM
ON ROBD VEHICLES, I WOULD THINK WE NEED TORE
DISINCENTIVET TO DRIVINGO SEE #1 HELLO!
Other Comments:

Joint Policy Committee Regional Climate Action Workshop <u>Comment Sheet</u>

February 23, 2007

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WE ARE INVOLVED WITH ABAG. ENERGY SOUTHING ENERGY PETRAFIT &
WE NEED COOD EXPANSES TO FELLOW. WE HAVE

VISITED CALEGY HO IN SACTO (CONTACT IS CRATE SHEERY).

THAT FACILITY IS LESSO. FIS CLATHUM CEPTIFIED

AND USED AS A TEST SED FOR NEW PROPULT

ALBANY GREEN BLOG OF DINANCE.

Ouestion 2:

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- Other?

ASSIST WITH VISIONARY FROMESTAP, BUT MOST IMPORTANT IS LEAFUR.

MAYE AU TRANSIT SYSTEMS CONDECT AND COOPDINATE RONTES TIMES ON STATIONS THAT WILL COMPUMENT EACH OTHER









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EDICATE LOCAL OFFICIALS and EVECTED OFFICIALS
WITH THE VISION FOR BETTER LAND USE: LET LEST
OFFICIALS IMPLAMENT THOSE MODELS.
THANKIT PRIBATISO ASVISUPMENT IS IMPRETANT
WE NESO FREE TRANSIT SO THEKE IS NO EXCUS
FOR NOT VEINE IT.
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Other Comment	s:								
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Joint Policy Committee Regional Climate Action Workshop Comment Sheet

February 23, 2007

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Mass Transit is a ken to GHG reduction by removing vehicles from the roads - Finding & Marketing Mass Transit would be productive. - Smart growth will also miprove the use of Mass Transit with the right planning

Question 2:

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- Other?

We need a bit of every thing. Visionary leadership in terms of planning. Funding sources and strategic implementation. In the lower Bay Arra support for BART with beneficial transit integration would be sene ficial









On	estion	3:

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Educate the public through various means including
marketing. Implement benefits for transit friendly
land use. The Bay Area presently has a very
poor program to make transit development
High dencity in frastructure is ken
Permetting process changes will help

Question 4:

There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

What is the proper balance of <u>regional</u> resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

Discontinue low dousity infrastructure
development in flood planes of Bay Fra
Develop and promote development of green
and high density Mass Transit planned
Level-prient with green areas.

Question 5: Many Bay Area greenhouse gas reduction strategies will take a while to produce results.
However, scientists tell us that we need to start making progress in the near-term.
What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?
1. Education - a key factor in building public
support to produce change
2. Implement benefits for Mass Transit friend
land use.
3. Increase the cost for low density, high some
3. Increase the cost for low density, high some vehicle travel.
Other Comments:
-

Joint Policy Committee **Regional Climate Action Workshop Comment Sheet**

February 23, 2007

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Integrate GHG imparts into the permit
process af require that developments most
Degional Standards busedon LEFD, alternative
energy (bolerwind, etc) and require that
regional agencies overses effective emploretation
Athese sequirements.
D'

Question 4:

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Regional policies on landscaping that
prohibit plating water entensive landscapes
and encourage replanting existing lands
Wratives. adaptation must be a big
fant of our envestment strategy and should
be grounded in an environmental justice
perspective

Question 5: Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.
What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?
Cess, Solar energy on all schools Government
bulling congestion pricing that
That quile Inture Sevelopment that support
4th 4 Negueron.
Other Comments: Lant a periores déseussion of
Heres for many scople here and too
Manyon the planet on five have to
- supplied was affected problem.

Joint Policy Committee Regional Climate Action Workshop <u>Comment Sheet</u>

February 23, 2007

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Talk To your Data Center on IT peronecloss
"VIRTUALIZING" Their CENTERS. Data CENTERS ARE THE
LARGEST CONSUMERS OF EXCERCITY IN the U.S. CARBON DIONISE
CONTRIBUTE TO Global WARMING (RIGHT?)! PRODUCING ENERGY CONTRIBUTES
TO THE RELEASE OF COZ. 25 millions Tons of COZ ARE RELEOSED
each YEAR IN PROVIDING ENERGY TO The distancements in The U.S. CONTRIT









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What are your top two near-term action one to three years? What are some of	ons that the regional agen the first things we can do	cies could implement in the next to implement these actions?
Other Comments:		
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Many local governments do not have the	
number of Staff or the staff expertise	
to address charate change through land use,	
transportation Planning building Strategies - Either	,
Draviding Funding for a position within leach city o	V
Eventing a place for technological transfer or	, no.tz
education of technical expertise to the local govern Question 2:	nryems
"Regional leadership" can mean many things.	

- Visionary leadership? (e.g., create a long-term vision for where we are going)
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• Other?	-		. ^	1
Abriously.	resources	s are crit	Sial an	d providing
Funding 1	importa	int Howa	ver u	1.thout a
regidnal	VISION a	end a cl	car S.	trutegy for
Maplemen	tation.	the resu	NCES V	May Not be
Used effi	ciently.	The regio	nal a	gencies Showld
USC their	existing	authority	and	Funding
discretion	to didv	e these a	MSIOMS	+ ensure
Association of Bay Area Governments	BAY AREA AIRQUALITY MANAGEMENT DISTRICT	Bay Conserva and Developm Commission	tion	METROPOLITAN T TRANSPORTATION COMMISSION
		the	implew	14 Day100

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The regional agencies Should use their
discretionary Money to quide local land use
decisions to the areatest lextent possible. The
Resignal Transportation Plan Should be Hed
to regional dinate change goals. Transportation
decisions should not be decided based on 105 or
driven by competition reduction.

Question 4:

There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

Lessonal resources Should be directed to
reducing greekhouse gas emissions and not
on adaptation Strategies. Adaptation
Strategies Should tall to the land use owners
of those in charge of that land that
Suffers from sea level vise aventer storms
One thing that would be useful is to identify
Now much adaptation Will cost - this may wive move reduction strategies + smart
drivel more reduction strategies + smart
building dealsins in areas along the shorehome to
in Apodelains

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.
What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?
Congestion Dricing - Particularly in
Corridors where shere are significant
transit opportunities.
Link the RTP to the region's global
Climate chance goals.
Other Comments:

Question 5:

Joint Policy Committee Regional Climate Action Workshop Comment Sheet

February 23, 2007

Question 1:

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Provide "to breela support" to the local groups that are
jumpfeld in GHG envision programs. Have regular "unmets"-
Every 3 months for updates and to support local efforts." Develop" best practices" for local government
Develop" best practices" for local government

Question 2:

"Regional leadership" can mean many things.

- Visionary leadership? (e.g., create a long-term vision for where we are going)
- Strategy implementation? (e.g., major public involvement/education campaign)
- Provider of resources? (e.g., provide funding for local climate protection efforts)
- Convener? (e.g., facilitate partnerships)
- Other?

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Question 3	3:
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these issues?
all new hones and housing tracks should be
"Energy briendly" - that is, every newtral
with solar parels, etc. for Payback would be
relatively given - W/I 5 years where the
lyuipner hav a 25 yr. Dife.

Question 4:

There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

Teel to do both	

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 therease incertives for every efficiently
 Best practices for cities & courties to mitigate
"evrban Leas island" effect. Over time Change
rood, makerials, roofs to be now enough "Cooler"
Ancressa incertives for everyy efficiently Best practices for cities of courties to mitigate "when hear island" effect. Over time change road inaterials, voofst be now transparent mitigating the temperature high on warm summer days.
summer day 5
Other Comments:

Many Bay Area greenhouse gas reduction strategies will take a while to produce results.

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Many commenities are interested in combating global'
Narming, but don't know how to plug into existing
resources. Better publicity on existing efforts to encourage
grass words movements, wheach, education.

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Information sharing	between loval government
<u> </u>	in efforts) and domming
	1 towards using best
	e mutual benefits for
everyone.	
1	

Question 4:

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Regional agencies and serve to bring together
diocussion forms to examine local/ county jurisdithora
efforts already in place or planned that
Address common problems freleted to land use fenvironmental
justice issues/tunsportation challenges/housing).

Question 5: Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.	
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There must be incentared to change existing behaviors	*
Perhaps tax credits for businesses who do green	1ez
business or improve existing minimum infrastructure	e
There must be incontined to change existing behaviors Perhaps tax credites for businesses who do green business or improve existing processing infrastructure to reduce poll them levely.	
Other Comments:	

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- Other?

- Li	EADERSHIP BY EXAMPLE: DEVELOPS, IMPLEMENT REGIONAL CLIMA-
	CHAMBE /EMISSIONS REDUCTIONS PROLEAMS & POLIZIES.
	E.G.: REGIONAL GAS TAX TO/ FUNDS USED FOR
	TRANSIT IMPROVE BUENTS, TOD, ETC.









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v	ue	SL	HO.	n		:

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	TO LOGAL GOUT. SMART GROWTH PLANS & PROGRA

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DED SCATE FUNDS FOR GGG REDUCTION AND
ADAPTATION. CALCULATE AMOUNT NEEDED FOR
ADAPTATION. FULY-FUND ADAPTATION MEASURES
 AND USE THE REST FOR GHG REDUCTIONS.
 MAKE SURE REMAINDER WILL PAY FOR BAY AREA'S
 PORTION OF BAL FEDUCISIONS NEEDED TO AS
 REQUIRED BY CALIFORNIA'S GHG REDUCTION
GOALS.

hat are your top two i e to three years? Who	near-term a at are some	ctions that the r of the first thin	egional gs we co	agencies could in do to implem	implement in the ent these actions?	next
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<u></u>	families that affects Children as
	well
@	D'an succeel by greenting the population
<u>シ</u> か	from @ Partnerships like LIFFTIME, and Chilan
	estion 2: egional leadership" can mean many things.
	at is the most important kind of regional leadership that we need from the four regional encies?
	 Visionary leadership? (e.g., create a long-term vision for where we are going) Strategy implementation? (e.g., major public involvement/education campaign) Provider of resources? (e.g., provide funding for local climate protection efforts) Convener? (e.g., facilitate partnerships) Other?
<u></u>	









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and near to her thur stones.

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Med to educate our local governments and making Dive that communities grader and mining and of concerns
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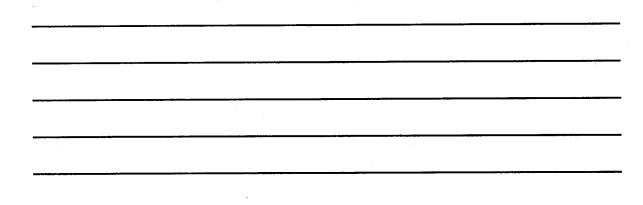
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	md/or mandate			
Educate	our elec	teds to Du	Sh	****
policis s	or Sustain	able land	l use	
(agen)	mdfor mandate our elect or Sustain milding, GN	art grows	th, etc)	
)			
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Such as Spanish, Mandavin, Vietnamese et
on the benefits of such goals as
Smart growth, green building, etc
most inful projects with buch density
are resisted by local communities, which
in our citiz is diverse culturally.
Question 4: There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.
What is the proper balance of <u>regional</u> resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

What are your top two near-	term actions that the r	regional agencies coul	ld implement in the next
one to three years? What are	e some of the first thing	gs we can do to imple	ment these actions?
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Other Comments:			
other comments.			
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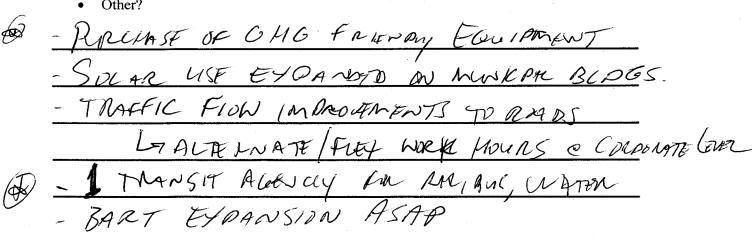
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4 COMMON 1100	PROVICE	100 TICKE 1 (D)	

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· PROMOTE BALT/AMA WTA COROW TH
· WIFY TRANSIT ACENCIES
· promote terecommuting
· FIELTRIFY ; INCREASE FAST: TRACKING OF CALTRAIN
- EUND FUEL CELL BUS PURCHASES.

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INSURANCE MOUSTRY TO START ANTICIPATING POTENIAL FLOOR ZOVES KYISED FOUNDATIONS Marsit AS REDUCT GHGS. QUESTION S: TUP 2 NEAR TERM ACTIONS

1) INITIATE WITH USE ASAP - STREAMLINE REGULATORY

(2) HEAVY PROMOTION OF TELECOMMUTING & FLETBLE WORK HUMS TO EQUICATE CORPORATIONS/GOVIS TO MON THIS CAN ALSO SAUR THEM MINDY